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GIVES JAT SUMMER FLIGHT SCHEDULE;
ZAGREB-BELGRADE HIGHWAY NEAR COMPLETION

REGULAR, SEASONAL LINES LISTED -- Ljudska Pravica, No 104, 30 Apr 50

The following table shows the domestic summer flight schedule of JAT (Yugoslav Air Transportation), effective as of 1 May 1950:

Regular Lines

Belgrade-Zagreb-Ljubljana

<u>Daily</u>		<u>Daily</u>	
<u>Except Sunday</u>		<u>Except Sunday</u>	
1615	leaves	Belgrade	arrives 0900
1800	arrives	Zagreb	leaves 0715
1815	leaves	Zagreb	arrives 0700
1845	arrives	Ljubljana	leaves 0630

Belgrade-Sarajevo

0800	leaves	Belgrade	arrives 1820
0900	arrives	Sarajevo	leaves 1720

Sarajevo-Zagreb

0915	leaves	Sarajevo	arrives 1705
1035	arrives	Zagreb	leaves 1545

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Belgrade-Skoplje

<u>Daily</u>			<u>Daily</u>		
<u>Except Sunday</u>			<u>Except Sunday</u>		
1700	leaves	Belgrade	arrives	0730	
1830	arrives	Skoplje	leaves	0600	

Belgrade-Titograd

0930	leaves	Belgrade	arrives	1230	
1045	arrives	Titograd	leaves	1115	

Seasonal Lines (beginning traffic will be announced later)

Belgrade-Dubrovnik

0715	1515	leaves	Belgrade	arrives	1845	1045
0845	1645	arrives	Dubrovnik	leaves	1715	0915

Belgrade-Sarajevo-Split

<u>Mon,</u>	<u>Tues, Wed,</u>				<u>Tues, Wed,</u>	<u>Mon,</u>
<u>Thur</u>	<u>Fri, Sat</u>				<u>Fri, Sat</u>	<u>Thur</u>
0730	0730	leaves	Belgrade	arrives	1730	1815
0830		arrives	Sarajevo	leaves		1715
0845		leaves	Sarajevo	arrives		1700
0925	0900	arrives	Split	leaves	1620	1620

Split-Zagreb

0955	0955	leaves	Split	arrives	1605	1605
1100	1100	arrives	Zagreb	leaves	1500	1500

DC-3 planes are used.

MAIN PROJECTS OF HIGHWAY COMPLETED -- Ljudska Pravica, No 94/II, 19 Apr 50

The main projects of the 380-kilometer Zagreb-Belgrade highway were completed recently. The highway is only 20 kilometers longer than the air route between Zagreb and Belgrade, and is 80 kilometers shorter than the old highway between the two cities. The highway, including the shoulders, is 9 meters wide.

To construct the highway, it was necessary to lay alongside it a 455-kilometer standard-gauge track and 800 kilometers of narrow-gauge track.

Along the highway, five road-maintenance installations, 50 to 100 kilometers apart, will be constructed.

For the time being, both motor vehicles and animal-drawn vehicles will be allowed on the highway, the daily capacity of which is 9,000 vehicles in both directions. When motor vehicles become more numerous, animal-drawn vehicles will not be permitted to use the highway.

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CANAL PLAN FAR BEHIND SCHEDULE -- Nova Borba [anti-Tito emigre newspaper], No 5, 25 Mar 50

Work on the Danube-Tisa-Danube Canal began in 1948 near the village of Potporje. The total work equipment consisted of three excavators and one bulldozer, all of which broke down continually. The permanent labor force consisted of only 20 workers, while 3,000 to 4,000 workers were peasant forced labor recruited from all the srez in the Banat and from some srez in the Backa and Srem.

The chief of the work area, Miodrag Milenovic, organized armed night patrols to prevent escapes. However, numerous escapes occurred, so that the exact number of workers could never be determined.

Thus far, only 3 kilometers of the canal have been completed, or less than one percent of the total Five-Year Plan.

ONE SHIP COMPLETED; OTHER BEING BUILT -- Slovenski Porocevalec, No 99, 24 Apr 50

The Makedonija, recently completed in the Amsterdam shipyard, will soon go on its second trial voyage. It is scheduled to arrive in Rijeka harbor in mid-May 1950. The Slovenija, which, like the Makedonija, has a capacity of 9,000 tons, is under construction in Rotterdam.

The Makedonija is equipped with a 5,000-horsepower "Sulzer" Diesel engine and has a speed of 13.5 knots, while the Slovenija will have a 6,250-horsepower Diesel engine and a speed of 16 knots. The Makedonija has four passenger cabins for eight passengers, while the Slovenija will have six passenger cabins for 12 passengers. The Slovenija will be 10 percent lighter than the Makedonija. Both ships will have five large holds with 3- and 5-ton cranes, and a special crane capable of lifting 80 tons of cargo. Both ships will be assigned to the Rijeka-New York transoceanic line, which is already being served by the Hrvatska and the Srbija.

10 DREDGES, BARGES LAUNCHED IN RIJEKA -- Slovenski Porocevalec, No 98, 24 Apr 50

The Rijeka shipyard launched recently ten dredges and barges of 24 or 50 tons each. Four of these are harbor dredges, and six are barges for dumping the material excavated by the dredges.

6,000 TONS OF IRON TO BE SALVAGED -- Slovenski Porocevalec, No 98, 24 Apr 50

The "Brodospas" (Ship Salvage) Enterprise in Belgrade will salvage 6,000 tons of iron in 1950 from Yugoslav rivers. Of this iron, 3,000 tons will be used as scrap iron and processed into steel. This year many ships will be salvaged and repaired in domestic shipyards.

At present, salvaging of ships is taking place on the Sava River near Belgrade.

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